

FENDER REPAIRING

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The first and most important step to take in repairing a damaged fender, is to decide the method of attack. One must decide in which direction the damaging force acted and then apply an opposite striking force with a heavy hammer to bring the damaged section into alignment with the undamaged part of the fender. If the dent is in the front half of the front fender, a hand jack should be placed under the front bead so that when pressure is applied to the jack, tension will be produced in the fender that will make it rigid and steady for further operations.

After aligning the fender, a light fender hammer with wide flat faces and a small curved dolly block are used simultaneously to smooth out the rough spots. The dolly block is held in one hand underneath the fender, while the hammer, held in the other, is brought down in steady even blows. Care must be taken so that one does not hit repeatedly in one spot; but moves slowly over the damaged area. Constant hitting in one spot stretches the metal and produces a bulge which is more noticeable on a flat surface than on a curved one. The only way to remedy the bulge is by heating the spot with an aceteylene torch to a cherry red and then hitting it lightly with a hammer.

When the fender has been smoothed out, an electric grinder is brought into operation. The grinder consists of a rotating abrasive disk, which when brought into contact with the fender removes the small irregularities in the metal. The grinder performs just like a rough file, only faster. By grinding over the damaged area one can detect low spots or little pockets in the metal, because paint remains in them due to the fact that the spots are below the surface of the grinding disk.

In order to bring these spots to the surface, a pecking hammer, with a long sharp pointed end, is used underneath the fender, hitting outward. If the damage covers a large area, a hand file is passed over the area in a



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long steady strokes. If low spots still persist, they are hit out again with the pecking hammer and refiled. This operation is continued until all of the spots have been removed. Then a final grinding with the electric grinder is performed. This last operation is necessary because the hand file produces a surface too smooth for the adherence of paint.

The edge produced by the bare metal and the surrounding paint is so definite that it must be smoothed down by hand with dry sandpaper #100 before being painted. This operation, called "feather edging", is not complete until a second sanding with wet #240 paper is carried out.

The damaged area is now ready for painting. A heavy coat of primer surfacer is applied by means of an air spraying gun. After drying, the surfacer is sanded down to a smooth finish by using wet #240 paper. Next, abrasive rubbing compound is applied with a damp cloth to clean the damaged area. The area thus cleaned, is sprayed with the correct shade of paint, made up on a paint machine. When the paint dries, it is rubbed briskly with rubbing compound. Care must be taken, however, to rub the edge lightly where the new paint meets the old paint in order that a unnoticeable blend results.

BIBLIOGRAPHY

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